





## INTIMATION

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A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY, ALEXANDRA BUILDINGS.

Hongkong, 22d June, 1903.

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HONGKONG OFFICE: 10A, DES VUEX ROAD, C. LONDON OFFICE: 131, RUSSET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 27th, 1903.

Economically Astronomy is one of the most useless of sciences. Thousands of years ago the Ancient Egyptians by making use of the heliacal risings of Sirius evolved a calendar, which for all useful purposes was at least as good as the Julian. Empiric tables for tidal forecasts were evolved in China, at least, many ages ago, and were part of the familiar every-day knowledge of the ordinary fisherman. Ptolemy's knowledge of celestial movements, though crude, would have been quite sufficient to enable the sailor to make his way about unknown seas, had he had sufficient acquaintance with the surface of the earth to obtain correctly a few standard measures. It was not so much his astronomical as his geographical and geodesic knowledge that was at fault. In the face of all this, hundreds of men devote themselves to gazing at insignificant points of light and governments annually spend hundreds of thousands of good money in equipping observatories, with no higher object than standing hopelessly into space, as if it made any matter whether copper or gold was the ruling currency in the Sun or Anapus, or as old Butler put it—Believe.

To feel the pulses of the stars, To find out ages, epochs, catarsis, And tell what crisis doth define The rot in sheep, or mange in swine, What makes me great, what foals or knaves— But not what wise. For only of those The stars, they say, can dispose. Truly of old said the wise Preacher— Vanity of vanities, all is vanity!

Some thirty years ago an Italian astronomer looking at Mars saw what seemed to him a few threadlike markings across his

face, not knowing what they were, he ventured on calling them channels, or canals, which the English people, not knowing anything better, immediately translated—canals. Curiously enough the accidental name thus given expresses much more closely than the original applied by SCHIAPARELLI the actual use of the lines. Shortly after their discovery certain astronomers commenced to see the canals double, but it took some years to convince the bulk of the gazers that they were not a simple hallucination of the over sanguine discoverer. As to what the lines really were there were nearly as many opinions as observers, gradually, especially after the lines were found to exist on carefully taken photographs, the idea came to prevail that they really were canals, and carried water to irrigate the parched plains about Mars' central regions, and that they were artificially constructed to carry off the water from the spring melting of the planet's arctic snow-caps. So far so good. But then another set of astronomers, acting as *advocati diaboli* came to spoil this beautiful theory by denying that there was any water, or air, on Mars, and that the winter cold about the poles must be sufficiently severe to freeze carbonic acid. Chemical profits were adduced to show that with the small attraction of gravity on the surface of Mars, owing to the slight tension of watery vapour, the water must have long since escaped from the atmosphere into space, Mars, according to these theorists must be as dead a world as the moon, and it was hopeless to look there for any traces of life, intellectual or otherwise. Meanwhile Professor Lowell had been making a special study of Mars, and applying the principles of mathematics to the problem. It was unreasonable to suppose that life did not exist, as we had no means of knowing the limits beyond which it became impossible. The canals showed every indication of having been planned by intelligent beings, the principal argument for the conclusion being that there was an important physical object to be gained, the protection of vegetable life in the planet's arid regions, and that the canals were so admirably suited for the purpose that they must be conceived as the work of sentient beings. The proved aridity of the surface only added to the strength of this reasoning. It was no easy matter to prove the existence of watery vapour on the surface of Mars, nor on the other hand to disprove it, owing to the fact that all rays had to pass through the vapour-laden atmosphere surrounding the earth, and it was acknowledged that in any case the amount to be credited to Mars was almost infinitesimal. From his station at Flagstaff in Arizona, Professor LOWELL, nothing daunted, undertook the search, with the result that he has found traces of watery vapour sufficient to convince many of the doubters. But this was only one stage of the argument, water could be proved, and hence the possibility of life, as we know it. But it was not life but sentient and calculating life that he wanted to prove. One of his arguments, that of purpose, has been mentioned; another is the extreme adaptation of means to an end, marking a directing mind. The canals, such as they are, give many indications of this. First to be noted is their directness, they all select the shortest course—that of the great circle, which as they run in every possible direction and at all angles with the equator, could scarcely be attributed to blind chance. Another is their extreme length travelling, for hundreds, and in more than one case thousands of miles. A third is the extreme evenness of the width, they are in fact like fine threads of fluted silk, without knots or irregular thickenings. A fourth, and the most remarkable, is their duplication in particular parts, clearly it would seem of set purpose and for some important reason. A most remarkable thing in this connection is that at their intersections there is invariably a patch of bluish green, as if an oasis of vegetation, and the size of the patch increases in proportion to the number and size of the canals by which it is fed. One thing about the aspect of the planet seems still more remarkable, and that is that there is nowhere anything that can be interpreted as being ocean, or even reasonably sized sea. Formerly Mars was mapped as consisting of oceans and continents, and the names, and the names only, still appear on the planetary maps, but the idea has long been dismissed; and what were called seas are now described as deserts. Mars in fact may be described as alternate oasis and desert. And this lends a curious significance to the fact of the canals taking their direct course along great circle tracks. If there were any elevations, as, e.g., on our earth such a course would be absolutely impractical; it would be interrupted before the first mile had been run; yet here on Mars the great circle canals course for hundreds and thousands of miles without a single curve. The only possible

explanation is that the surface of Mars is a perfectly level plain—that is that the surface is always at right angles to the force of gravity acting towards the planet's centre of gravity. The construction of the canals as compared with similar works on our earth, would then be a comparatively easy task, the more so that the materials to be moved would weigh less than a sixth of the like on earth. But this raises another enigma. Water requires a slope to flow of itself, say at the least a couple of feet per mile; and this would need to be exceeded on the surface of Mars to carry the water from his polar regions to his equator. Are we to supply machinery? Professor Lowell is inclined to think yes, for there is no trace of the channels being sunk deeper at one part than another. Now when we come to compare Martian and terrestrial landscapes there will be noted enormous differences; we know that as our moon is effectual in causing our tides, so likewise it must have been one of the effective causes in uplifting our mountains. And here again a difference is to be noted. The earth revolves on its axis, and the elevatory forces would act in circles of latitude. The moon presents always the same face to her primary, and hence the action of gravity would act on points, and so her mountains are practically all angular. But Mars has no near neighbour to disturb his inner equilibrium, and hence apparently we find he has no mountains at all. In general terms this is easy to comprehend, not so when we come to details. The orb of Mars, as our own, is not round but oblate, and this we can readily see must be the form for static equilibrium, or as we may call it isostasis. But our earth gets on fairly well and manages to support without much wincing great mountains like the Himalayas. We know from actual experiment that all the rocks of which the earth is composed, if subjected to pressure much less than to which they are actually subjected, will give way like a piece of freshly made putty; and Mars we must presume is built the same way. But why has he yielded so much more, so much more, in fact, than he cannot show a simple? This is one of the points, along with many others that our present knowledge will not permit us to account for.

Altogether, we may conclude that there are, or have been, intelligent living beings on Mars, but they were of necessity very different from ourselves, and have had to live in an atmosphere next door to a vacuum; they must have been like us able to live on the smallest medium of water. Their landscape would be confined to an interminable plain, unmarked by a single rising ground, and their only scenery would have consisted of a wood here and there where the canals brought sufficient water to support life. They had no seas, so could hardly have had commerce, and yet they must have had sufficient skill in geodesy to lay out their great circles many hundreds of miles long. It would in certain respects have been an advantage to them that Mars was much lighter than our earth, and that the same muscle could carry with ease a load at least some six times greater. If he wanted to move the water in his canals he must, still apparently, have stood in need of machinery. But how did he drive it? As seemingly there is no room for geological work on a perfect plain without water or elevatory forces, how were minerals to be deposited? and how was coal to be produced? We know a little doubtless about Mars, but it is of a singularly useless nature. Economically we are as much as ever in the dark. Astronomy, as we suggested at the beginning, cannot yet be considered as one of the economical sciences.

Twelve plague cases yesterday brought the total to 895.

Mr. P. Uyeno, formerly Consul for Japan in Canton, left yesterday in the s.s. "Kawakuni Maru" for Japan.

The boys and Chinese Staff of Queen's College have subscribed \$49.08 and sent it to the Tsang Wa Hospital, as their mite to relieve the distress in South China.

To-day (Saturday) from 2 p.m. to 5.30, and tomorrow, from 10 to 12.30, the H.K.V.B.A. will shoot for Sir Henry Berkeley's cup, at the 600 yards range at King's Park, Kowloon. There will, as usual, be a pool.

The sugar planters of Queensland are preparing to meet the new demand for "megass," a by-product of the sugar cane after it has been crushed for the manufacture of paper pulp. In the West Indian planters have succeeded in working up 84 per cent. of this refuse into paper pulp. The proposition, therefore, now before the sugar grower in the colony of Queensland is a second one. The pine woods of Northern Europe are being eaten up fast to fill the ravine of the press, and until this suggestion was advanced there was no prospect before paper merchants of new sources of supply. And as to megass, after the mill machinery has squeezed every ounce of sugar juice out of the cane, the remainder (megass) was practically useless. It has been used to a small extent for cattle food, and in Queensland herself patent callings have been made out of it, but the great bulk of the substance is burned.

In his Yarn Report for to-day's mail, Mr. P. Edulge says:—"It is stated, that in view of the prevailing depression in the trade, and on the representations of exporters to China the four Conference lines of steamers running between Bombay and the Far East have reduced their freight on yarn to China by Rs. 2 per ton from April 1st. This small concession, however, would appear to have dissatisfied the shippers who are now asking for a further reduction, and strong efforts are being made to put opposition steamers on the Bombay and China line, but doubtless are expressed as to the practicability of the scheme."

M. A. Jadin, of Johannesburg, who has been connected with the diamond cutting industry and the diamond trade generally for 35 years, maintains that the only remedy for the existing depression is the closing down of the mines for three years. He points to the fact that twenty years ago, when De Beers Consolidated Mines were formed by the late Mr. Rhodes, that gentleman reduced the output to 100,000 carats per month, and closed down all superfluous mines. M. Jadin also makes the suggestion that the Chinese market, with its four hundred millions of inhabitants, among diamonds are practically unknown, should be a splendid substitute for the American market, which, to a great extent, has ceased to exist.

At the Marine Court yesterday the master of the s.s. "Kam Po" was summoned for failing to stop when called upon to do so by a police constable. The evidence was to the effect that the officer called upon defendant to stop but he did not do so. Instead he saw him firing up and proceed to the nearest pier. They were nearly at right angles to each other and the defendant ran his boat alongside the pier and the passengers who were standing on the gunwale, immediately jumped off and ran away along the pier. There was another boat alongside and some of the passengers tried to escape on to that. When questioned defendant refused to speak. Mr. O. D. Thomson appeared for the defendant. His Worship imposed a fine of \$5 or 14 days.

A prominent piece goods importer of Shanghai declares that the piece goods market there is not suffering from excessive stocks, but merely from excessive fank and the obvious weakness of the holders of a considerably slice of the stocks. The statistical position of staple goods he says, is excellent and this remark applies also to many lines of fancy goods. The collective stocks of the items of Fancies which are giving colour to the whole P. G. market he gives as 2,075,000 pieces (on June 12th) against 1,709,000 last year and he adds:—What is a stock of 12 months' consumption to a place like Shanghai? It cannot be classed as unwieldy for a great distributing centre even in normal times, but with the certainty before us of diminishing supplies, it would be a pity to let it go.

The Russian Ministry of War proposes to expend two millions and a half sterling on increasing the pay and allowances of officers. A Bill embodying these proposals has been presented for preliminary consideration by a Committee of Ministers. The monument to the memory of those who fell in the battle of Tientsin will be unveiled to-morrow in the courtyard of the Naval School. It is in the form of a column, surmounted by an eagle bearing a cross. Several newspapers refer to the anniversary of the disaster to Russia's naval strength, and note that although three years have gone by nothing has yet been done either to reform the conditions which were responsible for the defeat or to restore the maritime power of the Empire.

By kind permission of Major R. L. H. Barton and Officers Commanding, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening, 27th June 1903:

March....."Schott's".....Ziehrer  
Vale (Moderate)....."Monte Cristo".....  
Selection....."The Girl of the Year".....Jones  
Song....."The Star of Bethlehem".....Adams  
Overture....."Rondeau".....Schubert  
Spanish Serenade....."La Follie".....Schubert  
Selection....."The Merry Widow".....Lohar  
Caprice....."The Whistler and his dog".....Pryor

DINNER MENU.—Hors d'Oeuvres—Eggs—Aspic—Soup—Clear Windsor Soup—Fish—Salmon Mayonnaise—Entrées—Grilled Pigeon on Toast, Fried Potatoes, Yeast, Roasted Potatoes, Curry Kabobs, Roast Chicken, Roast Lamb and Mint Sauce, Roast Cucumber and Celery Sauce, Boiled Corned Ox Tongue and Carrots, Cold Roast Sirloin of Beef and Mashed Potatoes, Sweetened Semolina Pudding, Apricot Ice Cream and Finger Cakes, Tasty Cake, Cheese Straws, Dessert—Coffee—Fruit.

Edinburgh is revelling in matters more or less religious just now, owing to the three Assemblies of the various Presbyterian Churches meeting in that city. The Free Assembly is the youngest, and has been the most entertaining. It seems that in the Elder Memorial Church at Leith an organ was put up some years ago. This church was one of the few handed over to the "Wee Frees," and the Assembly has ordered that there is to be no instrumental music in public worship. What is to be done? It is said that to remove the organ £200 would be requisite. This was the bone of contention. There was a stiff fight over the momentous question. One speaker did not think it would require £200 to remove it. If for instance, the Assembly employed a tradesman who was actuated out and out by the love of Free Church principles he would make the organ into atoms in a very few minutes. And the tradesman would do it—not for £200—but gratis, free, and for nothing. Eventually it was agreed to remove the "list o' whistles," and then the Assembly, still spelling for fresh conquests, settled down and recorded its protest against the King attending the Requiem Mass for the late King of Portugal.

The directors of the Royal Infirmary, Aberdeen, have received from New York, on the instructions of Lord Mount-Stephen, a bank check for £22,753 as a donation towards the permanent improvement of the infirmary, of which he was a patient sixty-two years ago. Lord Mount-Stephen has on former occasions given large sums to the infirmary.

The Duchess of Norfolk has given birth to a son and heir at Arundel Castle. Both mother and son are doing well. The Duke was until the happy event without a direct heir to his vast possessions and ancient line, his son by his first marriage, the late Earl of Arundel and Surrey, having died in 1902. The Duke married a second time in 1804 the Hon. Gwendolen Mary Constable-Maxwell, daughter and heiress of Baron Horley, and a daughter was born to them in 1905. Lord Edmund Talbot, the Duke's brother, has been heir-presumptive. Arundel was gaily decorated with flags.

M. Korostovets, who during the Boxer rebellion was Foreign Secretary at Port Arthur under Admiral Alexieff, afterwards Viceroy of the Far East, succeeded the brilliant M. Pokotiloff, whose premature death will long be lamented, as Russian Minister to China. M. Korostovets has already helped to make history. He was the delegate of Admiral Alexieff who signed with Chopinien, the delegate of the Tartar General Tsoing-shi, the agreement of November 5, 1900. This was the first of the series of Conventions between Russia and China regarding the military occupation of Manchuria, which finally led to the entanglement between Russia and Japan. M. Korostovets was more recently one of the three assistant delegates to the Portsmouth Peace Conference with Count Witte and Baron Rosen. His appointment is most popular. Formerly Second Secretary at the Legation in Peking, he is a cultured gentleman with large experience of the Far East, and is the author of a well-known work on the Chinese and their civilization.

The severe handicap imposed upon British trade, both internal and external, by the continued use of the existing units of measurement in place of the metric system was emphasised in a lecture which Mr. A. H. Allen delivered at a meeting of the Society of Engineers. He pointed out that while the original method of defining the length of the metre had proved a failure so many accurate copies had been made and its value in terms of the wave-length of light had been ascertained with such precision (to within one part in ten million) that if all the existing primary standards were destroyed there would be no difficulty in replacing them with absolute certainty. In practice the advantages of simplicity and homogeneity had been fully realised, and there was no doubt that if Great Britain adopted it, the system would speedily become universal. In regard to engineering work Mr. Allen showed that many of the system did not even require the workman to become familiar with it, though no difficulty was experienced in teaching him. Both methods could be used simultaneously in the same shop without confusion, and the large tools required no alteration to adapt them to the metric system.

## LOCAL BIRTHDAY HONOURS.

We were informed yesterday by the Colonial Secretary that a telegram had been received from the Secretary of State for the Colonies announcing that His Majesty King Edward VII had been graciously pleased to appoint the Hon. Mr. Wei Yuk to be a Companion of the Order of St. Michael and St. George and Mr. J. Dyer Hill to be a Companion of the Imperial Service Order.

## THE "TENYO MARU."

This fine new steamer of the Toyo Kisen Kaisha's fleet left Hongkong June 2nd on her maiden trip arriving at Keelung on June 3rd at 3 p.m., an average speed of 18 knots per hour. From Keelung to Shanghai she reached an average of nearly 19 knots, and this speed was maintained to Nagasaki. She left Yokohama on June 15th with a cargo of 6,750 tons, including 1,929 bales of silk and 38,450 cases of tea, and a total of 302 passengers. The Hongkong agency has received a cable that she arrived at Honolulu on the 23rd inst, making the trip from Yokohama to Honolulu in the quick time of 8 days 5 hours.

## LORD PORTMAN'S WEDDING.

PEER OF 78: WIFE OF 71. Viscount Portman's bride, Mrs. Livingston-Lesmonth, attended the marriage of her nephew, Lord Montagu, at St. Margaret's Westminster, and at the subsequent reception received congratulations on her own marriage, which took place at St. Mary's Bryanston-street, around which her bridegroom's valuable property, extending from Portman-square to Great Cumberland-place.

Lord Portman will be 79 this month, and some of his children are grandfathers, and four generations of the Portmans were present at the marriage. As he is a widower and a bride only seven years his junior, the bride was married in a dress of pale grey satin, draped with beautiful grey embroidered net in a design of true lovers' knots, and her grey hat to match had long grey mogador plumes. The bride stood with her sister, the Hon. Mrs. Charles Hambury-Lennox, at 63, Montagu-square, where a large luncheon party took place after the ceremony.

No formal invitations were sent out for the wedding, but among the friends and relations invited to the luncheon were the Earl and Countess of glinton, the Dowager Countess of Portland, the Countess of Loven (daughter of the bridegroom), the Hon. Edward Portman (heir to the Portman title and estates), Mr. and Lady Georgina Mure, Major and Lady Edith Trotter, the Hon. Gerald and Mrs. Portman, and Mr. and Mrs. Maxwell Learmonth. The bride and bridegroom went to Bryanston, their beautiful Dorsetshire estate, for the honeymoon. The bride's travelling dress was of blue and white tussore silk, with a large picture hat.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## PERSIA AND ITS PARLIAMENT.

LONDON, June 26th.

The reports from Teheran are conflicting. The Parliament Building has again been bombarded.

## BIRTHDAY HONOURS.

LONDON, June 26th.

Sir Antony Macdonnell, lately Under Secretary for Ireland; the Right Hon. George Whiteley, a former Liberal whip; Sir Angus Holden, a Bradford manufacturer; and Mr. J. Wynford Phillips, M.P. for Pembrokeshire, have been raised to the peerage.

Eleven new baronets and twenty-five knights have been created.

The Hon. Wei Yuk has been made a C.M.G. and Mr. Dyer Ball has received the Imperial Service Order.

[REUTERS' SERVICE.]

## PERSIA—THE FIGHTING AT TEHERAN.

LONDON, June 26th.

The *Mail's* correspondent at Teheran wiring yesterday, reports that bombs thrown from the Houses of Parliament and Mosque disabled the guns of the attackers, killing and wounding the gunners. The bombardment continued until three in the afternoon, when the House of Parliament and Mosque were destroyed. All prominent nationalists, including members of Parliament, and the chief priests have been arrested. The Cossacks suffered heavily. Looting of houses is general, even in the European quarter of the town.

LATER.

Reuters learns that not only have Great Britain and Russia no intention of interfering in the Persian civil war, but that they have warned those concerned that they cannot reckon upon any support in their attempts to upset the dynasty, nor attempt to interfere with the present parliament.

The Shah, who is master of the situation, has promised the British and Russian representatives to maintain order. At Teheran, Colonel Liakhoff, a Russian, commands the troops. Martial law has been proclaimed.

## A MEDICAL DEFENCE OF TOBACCO.

An attack upon what is termed the "popular prejudice" against the cigarette and an attempt to discourage all anti-tobacco legislation appears in the editorial columns of "American Medicine" (Philadelphia, March). Says the writer:—"The harmfulness of tobacco in moderation seems to be conceded by the great majority of physicians and it is difficult to account for the numerous statements to the contrary, particularly in the school physiologists. The popular prejudice against the cigarette is still more amazing in view of the absence of any proof that it is harmful except to very immature boys. Of course excessive use of tobacco has well-defined symptoms, and there are a few people to whom a very limited indulgence is excess, but in the hundred of millions who use it in one form or another, there is astonishingly little evidence of injury."

"The usefulness of tobacco has received so little scientific attention that practically nothing is popularly known of this side of the question. Such a world-wide custom must serve some useful purpose, as it can be taken for granted that useless or harmful habits do not survive in any species of animal. It is our duty to find out what the benefit really is. The note pointing in those unaccounted to it is so well described in the text-book as to need no comment, what is needed is knowledge of the effect of small amounts in those accustomed to it. The after-dinner cigar has been said to increase the flow of gastric secretion and hasten digestion, and yet that alleged fact has been vehemently denied and the reverse asserted. The real use of tobacco is in some obscure sedative effect upon the nervous system, particularly the higher cerebral cells, though the effect of larger indulgence, is exciting to the point of delirium."

"Mankind has instinctively found that it is comforting in some way which no one can describe, and womanly—much to the astonishment of the Northern races—is discovering the same fact."

Deprivation of tobacco, the writer goes on to say, is the severest punishment for a convict, and an army without it may become inefficient to the point of demoralization and defeat.

"The members of the Catholic Union were 'at home' last night in honor of the Feast of Sacred Heart."

Yesterday afternoon the flags of the harbour, British and foreign men-of-war, sent House, and as well as the flags at Cove, were hoisted at half all the foreign consuls. The late Mr. Grover mast out of respect for the United States of America. 11-hour guns were fired by the warships in port.







## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

LESSONS IN FRENCH CONVERSATION. Reply stating Terms to H.K. Care of "Daily Press" Office. Hongkong, 27th June, 1908. 1004

THE HONGKONG WEEKLY PRESS and "CHINA OVERLAND TRADE REPORT" is now ready and contains:

Epitomes of the Week's News.  
Leading Articles:  
Anti-Foreign Chinese Opinion.  
The Cult of Demos.  
Asian Geography and History.  
The Tram Company.  
Sir Halliday Macartney.  
The Ladies' Club.  
The Legislative Council.  
Finance Committee.  
The Loss of the "Povan".  
Hongkong Sanitary Board.  
Hongkong Volunteers.  
Volunteer Troop.  
Supreme Court.  
Correspondence:  
The Opium Question.  
History of Formosa Railway.  
The Anglo-French Land Investment Company, Limited.  
Water Rates.  
Commercial.  
Shipping.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to address; including postage 34 cents each or \$1 Cash for three copies.  
Subscription: \$12 per annum, payable in advance; postage \$2.  
Hongkong 27th June, 1908.

## NOTICE

CONSIGNEES of Goods insured with French Companies, Members of the COMITE DES ASSUREURS MARITIMES are informed that no claims will be admitted by the underwriters without Certificate delivered by MEUBRE FILS & Co., 4, rue de la Harpe, Paris. Agents for the COMITE DES ASSUREURS MARITIMES. Hongkong, 26th June, 1908. 399

## HONGKONG JOCKEY CLUB.

A MEETING of MEMBERS wishing to subscribe for SUBSCRIPTION GRIPINS for the 1909 Race Meeting will be held on THURSDAY, the 2nd July at 5 p.m. at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chester Road.

By Order, F. F. HOUGH, Clerk of the General. Hongkong, 26th June, 1908. 1000

## INTIMATION.

M. R. F. K. TATA of No. 4, Queen's Buildings has been appointed SOLE AGENT for my undermentioned TELEGRAPHIC CYPHERS for Hongkong, Canton, Amoy and Philippine Islands:

"THE FIGURE COMPOSITION"  
"THE UNIVERSAL CONCENTRATIVE"  
"THE JOINT CODE CONDENSER"

AND  
"THE MINERVA" (Producing One hundred Thousand Million FRACTIONABLE words) 0000000000 to 9999999999.

H. C. TRIWEDI, Cypherist and Code-Maker, Hongkong, 24th June, 1908. 991

## NOTICE TO MARINERS.

No. 315 (Special). CHINA SEA. SANTUO DISTRICT.

## INCOG ISLAND LIGHT ESTABLISHED.

NOTICE IS HEREBY GIVEN that INCOG ISLAND LIGHT was exhibited for the first time at sunset on the 14th instant. The illuminating apparatus is Dioptric, Revolving, Group Flashing of the Fourth Order, showing double White Flashes at intervals of 20 seconds.

The Light-house stands on the Western extremity of the Western Island of the Incoq Group and the Light, which is elevated 148 feet above the level of the sea, should be visible in clear weather at a distance of 18 1/2 nautical miles.

The Light is obscured to the Southwestward by the small islet of the S.E. of Fuyan Island on a bearing of approximately N. 51° E. but shows a small arc of about 1° between this islet and the main island. It is also obscured on various bearings by the eastern islands of the Incoq Group between the bearings of about S. 73° W. through West to about N. 40° W. All bearings are Magnetic and from seaward. The Tower is a steel structure with a total height from base to lantern of 61 feet. The Tower and Dwellings are painted White.

Approximate position: Latitude 25° 39' 8" N. Longitude 120° 27' 45" E. W. FERRIS, TILER, Coast Inspector. Coast Inspector's Office, Shanghai, 19th June, 1908. 1001

## THE GRAND HOTEL DIVISION STREET, KOBE.

FIRST-CLASS CUISINE. COMFORTABLE & AIRY BEDROOMS. Situated in close proximity to the Harbour and Railway Station.

BEST WINES AND LIQUORS SUPPLIED. Special arrangements for a long stay. F. DOMBALLE, M. MAILLÉ, Proprietaires.

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## AUCTION.

By ORDER OF THE MORTGAGEE. PUBLIC AUCTION.

M. R. GEO. P. LAMBERT, Auctioneer, has received instructions to sell by Public Auction.

On TUESDAY, the 30th day of June, 1908, at 12 o'clock Noon, at his Sale Rooms in Duddell Street, THE VALUABLE LEASEHOLD PROPERTIES.

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET. Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, MOON STREET, Wanchoi, Hongkong.

The Properties consist of All those Pieces or Parcels of Ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as Lot Nos. 1850, 1851, 1852, and 1853 and have a total area of 18,540 square feet. Crown Rent \$278 per annum. Particulars and Conditions of Sale may be had from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, and also from M. R. GEO. P. LAMBERT, the Auctioneer. Hongkong, 23rd June, 1908. 987

## INTIMATIONS

TRANSLATED NOVELS (some illustrated), Addressed Photos, catalogues free, or with sample, 24d. (letter postage).—A. DE SAULLES, 20, Rue de la Michodière, Paris. 12

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady. Apply by letter to—B. R., Care of "Daily Press" Office. Hongkong, 13th November, 1904. 644

## PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 568

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. MAXTON, Manager. Hongkong 1st April, 1908. 43

## SIEN TING.

SURGEON DENTIST. No. 10, PAGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. 575

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 477

## SINGON &amp; CO.

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25, Queen's Road Central, Under Hongkong Hotel. Hongkong, 1st June, 1908. 651

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A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY.

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## TO LET.

FINEST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon. Apply to—

TAM TSZ KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West. Hongkong, 1st October, 1907. 94

## TO LET

FROM 1ST MAY. KOWLOON MARINE LOT 43, Yau-mat, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

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No. 27, 31 and 33, SEYMOUR ROAD. No. 81, CAINE ROAD. Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908. 90

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THE ROOMS on the first floor of No. 84, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession. Apply to—

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DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908. 93

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GOOD OFFICES at 2, FEDDER STREET. Apply to—

JARDINE, MATHESON & Co., Ltd. Hongkong, 28th May, 1908. 899

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OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. SHAW & TOMES & Co.) Apply to—

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## THE

DIRECTORY AND CHRONICLE FOR 1908. Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East. Hongkong, 15th February, 1908. 383

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong 26th February 1907

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AAGSEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS at 31st DECEMBER, 1906 £17,837,119.

AUTHORIZED CAPITAL, £3,000,000 SUBSCRIBED CAPITAL, £2,750,000 PAID-UP CAPITAL, £875,000 FIVE PERCENT RESERVE, £3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents. Hongkong, 27th April, 1907. 1146

THE GLOBUS INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906. 28

## NOTICES TO CONSIGNEES

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "LOTHIAN," FROM MIDDLEBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. Hongkong, 22nd June, 1908. 983

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLESBORO, LONDON AND PORTS.

## THE Steamship

## "GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 29th June, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival. MCGREGOR BROS. & GOW, Agents. Hongkong, 22nd June, 1908. 984

## S.S. "CALLEDONIAN."

## COMPAGNIES DES MESSEAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London or Amoy, "Matapan" and "Dardogne," from Bordeaux or Amoy, "Ville de Clotat" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 29th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th inst., or they will not be recognized. All damaged packages will be examined on Monday, the 29th inst., at 3 P.M.

No Fire Insurance has been effected. P. NALIN, Acting Agent. Hongkong, 22nd June, 1908. 982

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENLEI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 23rd June, 1908. 989

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

## "KAWACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried, on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 1st July, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

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AUCHENBARDEN, British str., Galloway, 26th June—Kuching 20th June, Coal—Dodwell & Co.  
CHISHINGO, British str., 1,199, F. Mooney, 25th June—Tientsin, Chefoo & Weihaiwei 19th June, General—Jardine, Matheson & Co.  
NANSHAN, British str., 1,950, Allan Jones, 25th June—Salga 22nd June, Rice—Bradley & Co.  
OCEANO, British str., 3,050, Davies, 26th June—Keelung 24th June, General—Dodwell & Co.  
THAN, British str., 1,346, Outerbridge, 26th June—Manila 23rd June, General—Butterfield & Swire.  
YONGOW, British str., 26th June—Canton.

**CLEARANCES.**  
At the Harbour Master's Office.  
26th June.  
Arcadia, British str., for Europe, &c.  
Zafra, British str., for Manila.

**DEPARTURES.**  
26th June.  
AMERICA MARU, Jap. str., for San Francisco.  
CHISHINGO, British str., for Canton.  
FBI, Norwegian str., for Saigon.  
GWADLOUPE, British str., for Amoy.  
HAITAN, British str., for Coast Ports.  
KAWACHI MARU, Jap. str., for Shanghai.  
PRINCE WALDEMAR, German str., for Yokohama.  
SEIVASTAD, Norwegian str., for Bangkok.  
TELEMACUS, British str., for Saigon.  
TIANJIN, Dutch str., for Yokohama.  
WOSANG, British str., for Swatow.  
YUNSHANG, British str., for Manila.

**SHIPPING REPORTS.**  
The British str. OCEANO reports: Generally fine and cloudy, fresh S.W. & Westerly winds, occasionally misty and showery.  
The British str. CHISHINGO reports: Fog from lat. 35 deg. N to lat. 31 deg. N with South Easterly wind, lat. 31 deg. N to Heilshans, overcast, Southerly winds and rain, Heilshans to port, moderate S.W. monsoon, cloudy and fine.

**VESSLS IN DOCK.**  
June 26th.  
ARRIVED DOCKS.—Saratoga, Finis, Courtfield, Sumatra, Teinlang, Pochatua, Quarta, Locock.  
COSMOPOLITAN DOCKS.—Childs.

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## THE Steamship

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Captain A. L. Valentini, R.N.R., carrying H. Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 27th June at Noon, taking passengers and cargo for the above port in connection with the Company's "MOORIAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable mail cargo for France &c. via London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London &c., will be conveyed from Bombay by the R.M.S. "PENINSULAR," due in London on the 9th August, 1908. Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to:  
F. J. ABBOTT, Acting Superintendent.  
Hongkong, 15th June, 1908.

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(With Liberty to Call at the Malabar Coast.)

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"OCEANO,"  
will be despatched for the above Ports TO-MORROW, the 28th June.  
For Freight apply to:  
ARNHOLD KARBURG & Co., Agents.  
Hongkong, 24th June, 1908. 593

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAINUN,"  
Captain Robson, will be despatched for the above Ports on TUESDAY, the 30th inst., at 2 p.m.  
For Freight or Passage, apply to:  
DOUGLAS LAFRAIK & Co., General Managers.  
Hongkong, 26th June, 1908. 1002

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FOR NEW YORK.  
S.S. "SAINT GEORGE" ... 8th July.  
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DODWELL & CO., LD., Agents.  
Hongkong, 23rd June, 1908. 672

## "SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP.

## THE Steamship

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Will be despatched for the above Ports on or about the 10th July, 1908.  
For Freight or Passage, apply to:  
SHEWAN TOMES & CO., Agents.  
Hongkong, 22nd June, 1908. 932

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and these vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SENTE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Malchow	SHEWAN TOMES & Co.	About 10th July.
HAYRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 12th July.
HAYRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 26th July.
HAYRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 9th August.
HAYRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 23rd August.
MARSEILLES, HAYRE COPENHAGEN	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 6th September.
MARSEILLES, HAYRE COPENHAGEN	STAM	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, HAYRE COPENHAGEN	POITYERHIN	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 8th July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 8th July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAIO MARU	Jap. str.	—	Geo. Anderson	NIPPON YUSEN KAISHA	On 8th July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	C. FERN LARSEN	Ger. str.	k.w.	Wagner	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BERGAVIA	Ger. str.	k.w.	Glitschberg	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KLEIN	Ger. str.	k.w.	Rud. Meyer	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NIPPON	Ger. str.	k.w.	E. Tarabochia	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAINT GEORGE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	OCEANO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ROMAGNE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BERGAVIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KLEIN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	NIPPON	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAINT GEORGE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	OCEANO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	EMPEROR OF JAPAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	ROMAGNE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BERGAVIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	KLEIN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAINT GEORGE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	OCEANO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAINT GEORGE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd July, at 1 p.m.
MARSEILLES, LONDON &						



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON VIA USUAL PORTS } *ABOARDIA* ..... Noon, 27th, See Special  
OF CALL ..... Capt. A. L. Valentini ..... June Advertisement.

SHANGHAI, MOJI, KOBE, NUBIA ..... About 4th } Freight and  
and YOKOHAMA ..... Capt. F. J. Fox ..... July Passage.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 20th June, 1908.

# CHINA NAVIGATION CO., LIMITED.

FOR HONGKONG AND SHANGHAI ..... "HUPH" ..... On 27th June, 4 P.M.  
MANILA ZAMBOANGA, THUES, ..... "YOCHOW" ..... On 27th June, 4 P.M.

DAY ISLAND, COOKTOWN, ..... "CHANGSHA" ..... On 28th June, Noon.  
CAIENS, COWNSVILLE, .....  
BRISBANE, SYDNEY, with  
Transshipment for TASMANIA,  
NEW ZEALAND, ADELAIDE,  
FREMANTLE and PERTH

TSINGTAU, CHEFOO & NEWCHANG ..... "NANCHANG" ..... On 30th June, 4 P.M.  
MANILA ..... "TEAN" ..... On 30th June, 4 P.M.  
CEBU and ILOILO ..... "KALFONG" ..... On 4th July, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-  
modation with Electric Light throughout and Electric Fans in the Saloons and Dining  
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-  
out and Electric Fans in the Saloons. A fully qualified Surgeon is carried. Cargo booked  
through for all Australian, New Zealand and Tasmanian Ports.

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## MAN V. RAT.

Evidence accumulating from all parts of the world that the rat is to be exterminated root and branch. Having been convicted, on overwhelming evidence, of nearly every crime in the calendar, the whole species has been sentenced to death, and execution is to take place wherever possible and by whatever means available, from the most modern weapon supplied by science down to the old-fashioned trap or the convenient half-brick.

It cannot be said that the rat has not had a fair trial. The cause of the Danish Commonwealth v. Rat, which sealed the doom of this criminal, lasted exactly four years. Before that six years were spent on collecting evidence from scientists, manufacturers, shippers, planters, farmers and traders in every part of the civilized world. The jury in this case were both Houses of the Danish Parliament; the chief counsel for the prosecution Zuehlke, the greatest living authority on every phase of the Rat Problem; for the defence appeared counsel representing the "Ancient Association for Encouraging the Belief that Rats are Useful as Scavengers, and the United League for Maintaining the Balance of Nature and Making the Killing of Rats, Mice, Fleas, and Bugs a Penal Offense"; and in the "space reserved for the public," as the police reporter would say, sat the whole civilized world listening with amusement and horror to the damning evidence given against the rat. In the end the jury returned a unanimous verdict of "Guilty on all," or in other words the Danish Parliament passed unanimously a "Law Ordering the Destruction of Rats within the Kingdom of Denmark." It provides funds for carrying out a three years' campaign throughout the country chiefly with the view of getting experience as to the methods most conducive to wholesale rat slaughter. The weapon employed by the State is a microbe, known as *Yersinia pestis*, or *ratia*; whilst municipalities trust to the inducement of a money premium for bringing about the extermination of rats. At the end of the three years the war is to begin in earnest and to be waged until the rat has become practically extinct.

But though we are only in the initial stages of this world's war of extermination against the rat the campaign has already assumed gigantic proportions. In Denmark the system of paying a small premium for every rat killed and produced shows that during the last nine months of the campaign over one million rats have been destroyed. The German Government is prosecuting the rat war with the utmost energy, relying chiefly on a system of rat inoculation with ratia. France is killing the rats in ports and on ships by means of the Clayton apparatus, and in the "sewers of the big towns by means of electric live" wires. In the countries within the plague belt herculean efforts are being made to reduce the number of rats; the Indian Government is particularly paying large sums on this head, and San Francisco, in its terror of the plague being brought by the rats coming on ships from plague-stricken ports, even offering the price of two shillings per rat. In the rest of the world more or less determined efforts are made towards the extermination of the rats either because of the damage done by them or because of the active role played by them in the spreading of diseases; and as soon as the present isolated efforts can be joined together into a concerted international action there seems little doubt that in the course of time the rat will become as rare in civilized countries as to-day the wolf.

That fact means for the British Empire alone that thousands of lives will be saved from the plague every year because the rats will no longer be able to form the means of locomotion by which the plague flies can get about and transmit the plague bacillus from the blood of the plague-stricken to the blood of the healthy. According to Zuehlke it will save every year from destruction by rats a quantity of food and material which in the case of Great Britain and Ireland is estimated to be not less than ten million pounds sterling.

When the present writer first made this estimate known it was waived aside by many as "absurd" and "exaggerated." Since then a good deal of attention has been devoted to this subject, and to-day this figure, enormous as it may seem, is backed by all serious students of the rat problem as "the minimum estimate." It would, indeed, be impossible to prove the contrary, as the consideration of the following facts will show. The figures obtained from various parts of the country relating to the number of rats killed in successive years by Rat (and Sparrow) Clubs and private persons enable us to form the estimate that there are at least as many rats in Great Britain and Ireland as there are human beings. Further evidence taken of the damage done by rats in certain warehouses, shops, seed stores, hotels, ships, factories and on farms and large estates prove that such damage on an average worked out at 20/- per year per head of the persons employed in, or inhabitants of, the places reported upon. Professor Simpson calculated the damage done by rats to be not less than one penny per day. Feeding experiments made with rats in cages demonstrated the impossibility of keeping two rats alive on a daily food allowance of one half-penny for each; no matter what diet was chosen in order to get bulk. The stronger would invariably devour the weaker rat. (It must be noted here that these cage experiments still left open the question as to the damage rats would do by gnawing when at liberty). Zuehlke, in order to obtain an agreement among his own countrymen as to the minimum estimate, formulated the thesis: That each rat causes each day a loss by the destruction of food and material, representing at least 1d. However reasonable this figure may look it means, nevertheless, that the rats of Great Britain and Ireland eat up and destroy every year such quantities of food and material as would mean an additional £10,000,000 at the very lowest estimate in the pockets of the original owners of that food and material if they did not let the rats have it.

What the Danish people were debating was a problem of how to increase their wealth and the National Prosperity. By killing off the rats an accident and which asked off the whole of Asia. A well known farmer of Svalof was attacked by the rats and eaten up. According to Professor S. Nilson who stated this victim of the loathsome and murderous rat had one afternoon occasion to get on the top of a haystack standing in a field about 300 yards from his house. It transpired afterwards that the haystack had been literally hollowed out by rats, and that the farmer must have broken through the thin upper layer and fallen into the interior of the stack. There his skeleton was found eight days later by a search party, a member of which had noticed the hole in the top of the stack and insisted on the stack being pulled down. All that was left by the watch and chain of the unfortunate FOR SHAND a few shreds of cloth clinging to S.S. Sif the right leg and of three rib cages, and the horror of the scene enacted in this rat pit. A man, more, unable to defend himself, left his living battle with the rats, so much so that it was this tragic

occurrence happening just when it did that sealed the doom of the rat in Denmark, and indirectly gave a tremendous extermination of the rats.

Close upon the publication of this horrible affair followed with dramatic suddenness the news of the discovery by two Danish scientists of a microbe that would slay all the rats ever born to work their evil ways. The statements made by the discoverers, Neumann and Bahr, that it produced among rats inoculated with it—and only among rats—a case mortality of 100 per cent, was confirmed by the German Government who had subjected this ratia, as it is called, to a series of severe tests and the further claim that this microbe is practically indifferent to any change of temperature was borne out by a number of experiments made by Plague Officers in India, the West Indies and Africa. According to the Foreign Office report for 1907 (3862) this discovery altered the whole scope of the proposed Danish Rat Law. Instead of spending the State Grant, as originally proposed, on premiums the Danish Government has now allied itself definitely to this powerful microbe, employing ratia with deadly success in all Government buildings, wharves, domains and ships. The results already achieved in the Danish rat war by means of the precision system and this terrible weapon of destruction created by nature herself make it abundantly clear that the days of the rat in Denmark are numbered; and as the Governments of the other civilized nations are profiting by the object lesson taught by Denmark, it is safe to prophesy that the doom of the rat is at hand.

## "LIKIN" IN CHINA.

## HINDRANCE TO TRADE.

The Shanghai Correspondent of the Standard wrote on May 2nd—  
China has so repeatedly broken her promise that it is not a matter for surprise that many of the stipulations of the British Commercial Treaty of 1902 remain unfulfilled at the present day. Under that treaty the Chinese Government undertook, amongst other things, to draw up regulations for the protection of foreign trade marks; to promulgate just mining regulations; to take steps to provide for a uniform system of national coinage; and to abolish the system of levying *likin* and other dues on goods at the places of production, in transit, and at destination. Not one of these important provisions has yet been carried out, and it is undoubtedly largely due to the nonfulfilment of these obligations that foreign trade is at present labouring under acute depression.

Satisfactory trade mark regulations cannot be drawn up until Japanese trade-mark laws have been revised. Owing to the failure to issue just mining regulations, foreign mining enterprises are practically at a standstill, and the absence of uniform currency is responsible for the greatest inconvenience to foreign commerce. *Likin* still remains, and instead of taking steps to abolish it, the Government is now allowing the provincial officials to increase these irregular duties, with the object of meeting the deficit that must result from enforcement of the anti-opium regulations. The revenue derived from native and foreign opium exceeds £2,000,000 per annum, and it is evident that the abolition of this source of revenue must necessitate the creation of other channels of income.

In the treaty referred to, the Chinese Government recognised that the *likin* "impedes the free circulation of commodities and injures the interests of trade," and yet we find the Government imposing this tax on freight carried on its own railways. The result has been that on several occasions the Chinese Government has refused to allow the free passage of goods on the railways which had been expected to do so much to assist the commercial development of the country through which they pass have not brought any improvement of commerce in their wake. It is astonishing that such a conflict of interests can exist, but the reason for it may be found in the fact that in the provinces many of the native officials, not as if their interests were in direct conflict with those of the Central Government. They ignore the policy given at Peking, or where they cannot do so, they satisfy their effect by some of the means peculiar to China. It is quite certain that the *likin* is a question which will not be settled satisfactorily for many years to come.

The whole of Chinese officialdom is arrayed against its abolition, for the collection of this tax affords extraordinary possibilities for "squeeze." Usually the collection is farmed out to the highest bidder and the man who succeeds in obtaining the right to collect it makes the most of his opportunities by regarding less of the injury high *likin* may inflict upon trade.

## THE JAPANESE IN MANCHURIA.

## SOME INTERESTING FIGURES.

The number of Japanese immigrants entering Manchuria steadily increases every month; in March last 24,037 Japanese arrivals were registered, of whom 22,684 were men and 1,353 women. These figures show an increase over the immigrants arriving in February of 1,897. During March 5,931 Japanese left Manchuria for this country, a decrease of 195 as compared with the exodus in February. Of the immigrants arriving in March, 695 were described as merchants, and 608 as artisans; the occupations or professions of the remainder are not given by the correspondent of the *Manchu*, who sends this information to Japan. The latest available official returns showing the Japanese population in some of the principal towns are as follows:—

Taipei (Daisy)	17,229
Port Arthur	6,194
Antung	4,781
Linyang	2,614
Mukden	2,274

According to these returns, the total number of Japanese in Manchuria is given as 45,012, of whom "to the shame of this nation," says the correspondent referred to—16,524 are women, mostly of immoral character.

It is also stated that there are about 30,000 Japanese living in various parts of Manchuria beyond the official limits of settled municipalities, and these are not therefore included in the figures above given. To this grand total must also be added 2,931 Japanese in the employ of the South Manchurian Railway, so it is estimated that there are between 68,000 and 70,000 Japanese residents in the whole of Manchuria, exclusive of soldiers, travellers, etc. A large number of the Japanese appear to be engaged in the business of transport or forwarding agents, while dealers in piece-goods and restaurant and hotelkeepers come next on the list.

Telephone lines have been introduced into South Manchuria by the Japanese, and all the principal towns have local systems, while long-distance telephones form a connection between the towns. Some idea of the amount of business transacted may be obtained from a glance at the figures showing the number of letters handed at the Tientsin post-office. During the year ending March 31st last, 4,050,000 letters were received and 4,300,000 dispatched. The number of registered letters and packets received was 24,800, while 60,700 were dispatched.

Education is not being neglected; primary schools have been established in almost every district. In Kwangtung there are four schools with 1,350 pupils, and schools are being opened at the most remote places. This fact, in the opinion of the *Manchu* correspondent, accounts for the large number of Japanese immigrants with their families who are steadily increasing in Manchuria.

## A BUNCH OF COTTON WASTE.

At first glance there is nothing in my surroundings to suggest, however remotely, a bunch of black, oily fibre. The sky is clear of clouds, the leaves of the oak are, as it were, choosing their dresses for the autumn, and the sun touches them with a hint of the gold that is coming. The bracken, heather, and the gorse—these are all under the same tooth, but especially the bracken and the wind is whispering to the tree which shelters me of distant, wonderful things. Here, if anywhere, might one be happy, and wait, as all around is waiting, for the wing of the gold—and yet I can think of nothing but cotton waste.

For I have had a vision. And the vision was that of a man, a tall and splendid man, cleaning an engine of marvellous size and a certain terrible beauty. Swiftly, relentlessly, he worked, and where his bunch of waste went it left gleaming steel where had been only dirt and grease; all the grime and filth had been absorbed by the patient fibre, and when he had finished, he tossed it down on the ground, and it seemed to me that it quivered and writhed, as though it lived and was in torment. So I went to the man and spoke to him.

"Who are you?" I asked.  
"I am the Efficient Man," he replied, "though at times I am called the Man Who Gets Things."  
"And this?" I continued, pointing to the engine.  
"It is life!" he said; "it is the State, the Church, Art, Letters, Business, Love—it is Life."

The mass of fibres was near my feet, and again it seemed to me that it writhed as it lay, so I picked it up.

"And what is this?" I asked.  
"That?" he said. "Oh, that is Waste."

And because it was Waste, and because it seemed to me to writhed in my hand, I took it away, out of sight of the man and his engine, and I sat down and looked at it. And as I looked, it took to itself the form of a face, and began to speak.

"I am a worker," he said. "All my days I toil, rising before the sun is up, seeking my rat long after he has gone on his way, following without hope, without joy, dragged with dull slumber each night by reason of my weariness. Hunger and thirst have I known, and my pleasures are those of the beasts that perish. Full of hope was my youth, full of strength and skill were my hands, but the face of the world was against me, and I am Waste."

He ceased, and presently there came another face, the face of a woman.  
"I am his wife," she said. "In all my days there is pain and sorrow. In pain have I brought forth children, and in sorrow have I put the grave-clothes upon them. A mother of men might I have been, but the face of the world was against me, and I am Waste."

Her face faded from my sight, and there came another.  
"I am a priest," he said. "Each day I stand and lift my hands in prayer for the people still my voice and my heart and my soul are weary, and it avails nothing. In my youth I dreamt of strength for the feeble, health for the sick, joy for the sad. Had my hands been free I

could have been a shelter to many, but the face of the world was against me, and I am Waste." His face faded in its turn, and there came another.

"I am a writer," he said; "I tell the old tales, and I dress the old lies anew, and set them before the people. Many new things might I have told them; many things good for them to know; but the face of the world was against me, and I am Waste."

He went his way, and there came yet another.  
"In my shop I served the people," he said. "Never did I wrong to any, and my scales were just and my word was true. Health might I have given to many, and justice and love and peace, but the face of the world was against me, and I am Waste."

Came then another, once more the face of a woman.  
"Of the daughters of pleasure am I," she said. "Joy, light, and life might I have brought to the world, but my heart is full of loathing, and my way is in the darkness, and through the blinding of shameful lights. For the face of the world was against me, and I am Waste."

Came then the face of one I had seen sitting in high places, and another, and another, and many more; and each told a story, and each said the same word, "I am Waste."

And at last, because the vision was too heavy for me to bear, and because my heart was sore with the pain of it, I left it.  
There was on the table and on broken. It is drawing on to evening, and all around is peace. But from the valley come the voices of the hippoboscids; away on the other side the bells of a great cathedral are sending stray notes up to me as they cry to a world that heeds them not to worship a God of Whom it knows nothing; away in the far distance is the sea, and men are going to and fro upon their business; and from all comes the unceasing throb of the engine. And with it a small and pitiful voice, a voice hoarse with weeping, with never one note of joy. The voice of the Waste, with which the engine is laden.—*Weston's Gazette.*

## THE MANAGERIAL MANNER.

How is it done? That is what we want to know. How did it start, and by what steps did it reach its present state of perfection? We refer to the manner of the average manager of a bank. It is not precisely a happy manner. One does not feel that one is disliked or despised. It is more that one realises that one is in the presence of a superman, a man to whom the petty temptations and failings of human nature are mere names. From the moment that we enter the sanctum, and begin to realise our carefully rehearsed speech: "Er—ah, I—er—in fact called about that, so to speak, quidnunc which I hoped—er—that you, as it were, might possibly be able to—ah—arrange," we feel that we are not talking to a man such as ourselves. There is something about him, a je-ne-sais-quoi. He is polite. Almost too polite. He treats us with infinite respect. Yet somehow he contrives to make us feel that we are mere rubbish, lumbering the earth. We totter out to reacquaintance as a neighbouring hostility. For the time being our joy in life and our self-respect is dormant. What we want to know, we repeat, is how it is done. In his early stages that manager must have been a clerk, and as a clerk he must have slung ledger and steeped himself in ink with the other clerks. His manner then must have been humdrum, perhaps even bumptious. At what point did it begin to change to the managerial manner?—*Globe.*

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